1. Method for control of a shifting component of a stepped automatic transmission wherein said shifting component (1) is designed with one frictionally engaged element (2) and one form-locking element (3) and upon engagement of said shifting component (1) a transmitting capacity of said frictionally engaged element (2) is first adjusted and when a synchronous state of said form-locking element (3) exists, the latter is closed, characterized in that when said form-locking element (3) is closed, a transmitting capacity of said frictionally engaged element (2) is reduced and upon a demand to disengage at least one shifting component (1) prior to an opening of said form-locking element (3) under load the transmitting capacity of said frictionally engaged element (2) is increased so that a power flow, which is conveyed via said closed form-locking element (3) of said shifting component (1) can be conveyed via said frictionally engaged element (2) when said form-locking element (3) is closed.

2. Method according to claim 1, characterized in that the transmitting capacity of said frictionally engaged element (2) is adjusted upon an engagement of said shifting component (1) via a slip phase of said frictionally engaged element (2).

3. Method according to claim 1 or 2, characterized in that the transmitting capacity of said frictionally engaged element (2) is adjusted to a defined threshold value when said form-locking element (3) is closed.

4. Method according to any one of claims 1 to 3, characterized in that upon disengagement of said shifting component (1), the transmitting capacity of said frictionally engaged element (2) is reduced after opening of said form-locking element (3) during a slip phase.

5. Method according to any one of claims 1 to 4, characterized in that said frictionally engaged element (2) and said form-locking element (3) of said shifting component (1) are actuated via a common actuator.

6. Method according to any one of claims 1 to 5, characterized in that said frictionally engaged element (2) is a disc set of said shifting component (1) designed as multi-disc clutch or multi-disc brake.

7. Method according to any one of claims 1 to 6, characterized in that said form-locking element (3) is designed as dog clutch.

8. Device for control of a shifting component (1) of a stepped automatic transmission during a shifting cycle wherein for transmitting a torque said shifting component (1) has one frictionally engaged element (2) and one form-locking element (3) which can be actuated via an actuation system (8), characterized in that said shifting component (1) can be controlled via said actuation system (8) so that the transmitting capacity of said shifting component (1) can be adjusted via said frictionally engaged element (2) upon engagement and disengagement and in engaged state is produced via said frictionally engaged element (2) and/or said form-locking element (3).

9. Device according to claim 8, characterized in that said frictionally engaged element (2) can by opened by means of said actuation system (8) in engaged state of said shifting component (1) and when said form-locking element (3) is closed.

10. Device according to claim 8 or 9, characterized in that said form-locking element (3) can be closed by means of said actuation system (8) when said frictionally engaged shifting component (2) is closed.

11. Device according to any one of claims 8 to 10, characterized in that said actuation system (8) is designed so that at any time a control of said frictionally engaged element (2) leads to the closing alternating with opening or closing of said form-locking element (3).

12. Device according to any one of claims 8 to 11, characterized in that with the operating energy required for control, said actuation system (8) loads said frictionally engaged element (2) directly and said form-locking element (2) via a flip-flop shift.